

SAFESTAT REPORT

Nevada Highway Patrol
Major Phil Tilt

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Overview

The Southern Command percentage of staffed traffic sergeant and trooper positions, assigned to work the road for calendar year 2003, averaged 61.3% of the authorized positions as compared to 72.5% for 2002. The percentage of commercial staffing, assigned to work the road for calendar year 2003, averaged 49.7% of the authorized positions, as compared to 63.6% for 2002. For the full 12 months of 2003, the Southern Command has operated with a substantial lack of personnel. We are in the process of reversing this continuing problem. There is relief in progress, with trooper lateral new hires and a scheduled recruit academy. If the Southern Command is able to retain the positions now filled, and fill the current vacancies, there will be an opportunity to move from a reactive command to a pro-active command. The Communications Center continues to struggle with a severe lack of supervision, and a lack of adequate coverage, due to the overall vacancy rate. In 2003 nine dispatch positions were filled, and seven positions were vacated. Until we are able to fill a substantial number of the remaining eighteen dispatch vacancies, they will continue to struggle with manpower issues.

During 2003 there was a 12% increase in overall crashes as compared to 2002. Southern Command personnel handled 11,887 crashes in 2003, as compared to 10,615 crashes in 2002. Fatal crashes went down 1.3%. Persons killed went down 8.4%. In raw numbers, there were 77 fatal crashes in 2003 and 87 people died, as compared to 78 fatal crashes in 2002, where 95 people died. Southern Command documented a 25% decrease in the number of fatal crashes involving commercial vehicles and a 29.1% decrease in injury crashes. We investigated 704 commercial crashes in 2003, as compared to 694 commercial vehicle crashes in 2002. There were 9 fatal crashes, 141 injuries, and the remainder were property damage. Crashes involving commercial vehicles represented 5.9% of the total crashes for 2003. We will continue to direct enforcement towards hazardous commercial moving and out-of-service violations.

Even with this high vacancy rate, the command continues to see improvements reflected in the overall activity level. In 2003 this command increased occupant restraint enforcement by 29.4%, hazardous moving violations by 4.2%, DUI prior to crash by 9.7%, and overall enforcement by 7.6%. Other arrests and speed enforcement were up slightly. In 2003, Southern Command Commercial Operations showed substantial increases in their activity when compared to 2002. Some notable areas include increases of 211.2% in hazardous moving violations, 34.4% in total safety inspections, 15.1% in total safety violations, 18.7% in vehicles placed out of service, 67.7% in drivers placed out of service, and 396.6 % in dyed fuel inspections.

Throughout 2003, the Southern Command has increased our awareness and enhanced our ability to respond quickly and appropriately to Home Land Security threats. We have participated in major Weapons of Mass Destruction (WMD) and hazardous materials exercises. These included DPO3, Nevada Test Site WMD training, and Clark County multi-agency full scale and table top scenarios. The interdiction team has received enhanced training focusing on anti-terrorism. We have certified instructors to train our personnel in WMD. We currently have personnel working on the Clark County LEPC and consulting with the Governors Homeland Security Commission. As there is, full participation with the Local Law Enforcement Coordination Committee and the Local Chief's Committee. We continually update the Southern Command Tactical Manual, to insure that our tactical response plans are focused toward Homeland Security and remain Incident Command System (ICS) compatible

The successes and positive direction experienced by the Southern Command, in 2003, are directly the result of the dedication and professionalism of the Southern Command personnel.

CRASH ANALYSIS AND OVERVIEW

	2003		2002	% Change
Total Crashes	11887		10615	12.0%
Property Crashes [including commercial vehicles]	8308		7502	10.7%
Injury Crashes [including commercial vehicles]	3502		3035	15.4%
Fatal Crashes [including commercial vehicles]	77		78	-1.3%
DUI Crashes [DUI charged]	502		480	4.6%
Total persons killed in fatal crashes	87		95	-8.4%
Total drivers killed without seatbelts	24		43	-44.2%
Total passengers killed without seatbelts	16		14	14.3%
Total drivers killed with seatbelts	24		12	100.0%
Total passengers killed with seatbelts	7		13	-46.2%
Total persons killed, seatbelts not applicable (i.e. pedestrians / others)	15		8	87.5%
Total number of commercial vehicle crashes	704		694	1.4%
Property crashes involving commercial vehicle	554		483	14.7%
Injury crashes involving commercial vehicle	141		199	-29.1%
Fatal crashes involving commercial vehicle	9		12	-25.0 %

Percentage of fatal crashes to total crashes 0.6%

Percentage of DUI crashes to total crashes 4.2%

Percentage of persons killed *without* seatbelts to total persons killed 55.6%

Percentage of commercial vehicle crashes to total crashes 5.9%

NARRATIVE ANALYSIS

The rapid growth that Las Vegas has experienced throughout the 1990's continues into the new millennium. Las Vegas maintained a growth rate of approximately 6,000 new residents per month for 2003. With the population of the Las Vegas Valley approaching 1.5 million residents, the tourism industry continues to "boom" as well. The Las Vegas Convention and Visitors Authority estimates the occupancy rate of the 126,000 plus rooms in Las Vegas, to have been nearly 90% for 2003. The metropolitan population growth, in combination with more than 32 million visitors per year, has stretched the transportation infrastructure to its limits. The valley has received some relief with the addition of the CR/IR215 "Beltway", however increased congestion and long-term construction projects are primarily to blame for the 12% increase in crashes.

During 2003, the Southern Command implemented the "Directed Enforcement" program, wherein high crash times and locations are identified, and regularly re-evaluated. Saturation patrols were assigned to those areas during those times, with concentration given to crash-causing violations and occupant restraint enforcement. We have seen some success as a result of our efforts. Fatal crashes were reduced by 1.3% as compared to 2002.

In 2002, 95 people were killed, and 8 of them were pedestrians or cyclists, with no opportunity to wear seatbelts. Out of the other 87 people, 25 of them, or only 26% were restrained. In 2003, 87 people were killed and 15 of them were pedestrians or cyclists. Of the remaining 72 people, 31 of them or 50% were restrained. This notable increase in restrained occupants reflects the increase in seatbelt compliance the Southern Command has accomplished in 2003.

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FIELD ENFORCEMENT ACTIVITY

[Analysis and review of current reporting period, versus same period in previous fiscal year, versus previous reporting period]

TRAFFIC OPERATIONS	2003		2002	% Change
DUI arrests from crashes	502		480	4.6%
DUI arrests <i>prior</i> to crashes	1507		1374	9.7%
Other Arrests	9969		9503	4.9%
Total Persons Arrested (DUI Included)	4081		3919	4.1%
Speed violations	37997		37437	1.5%
Hazardous moving violations	24531		23549	4.2%
Occupant restraint violations *	7762		5999	29.4%
Total violations [above violations included]	117678		109399	7.6%
COMMERCIAL OPERATIONS				
Hazardous moving violations-citations/arrests	613		197	211.2%
Other traffic violations-citations/arrests	2610		1829	42.7%
Total safety inspections [level 1, 2, 3, 4, & 6]	7293		5425	34.4%
Terminal inspections [level 5]	359		DNA	#VALUE!
Total safety violations -- citation	3825		3322	15.1%
Total safety violations -- repair order	29267		29242	0.1%
Total vehicles placed "Out of Service"	1545		1302	18.7%
Total drivers placed "Out of Service"	914		545	67.7%
Total school buses inspected	2479		2483	-0.2%
Total school buses placed "Out of Service"	383		185	107.0%
Total trucks weighed	3356		6898	-51.3%
Total overweight citations	439		376	16.8%
Total dyed fuel inspections	7265		1463	396.6%
Total dyed fuel citations	11		12	-8.3%

* *Narrative on page 4*

Field Operations Narrative

Traffic Operations

Although the Southern Command increased its enforcement in every category for 2003. The most significant increase was occupant restraint enforcement, which increased 29.4% compared to 2002. With crash reduction and the reduction in crash severity being our goals, we are very proud of these accomplishments in spite of the reduction in manpower that we have experienced.

We credit our troopers with a better understanding of the importance of how enforcement of DUI, occupant restraint, and hazardous moving violations, result directly in a reduction of crashes and crash severity. DUI arrests prior-to-crashes increased by 9.7% in to 2003, and hazardous moving violations increased by 4.2% in 2003. Total arrests also increased by 4.1%.

Commercial Operations

The total crashes investigated in the Southern Command, revealed a 12.0% increase during 2003, however the commercial crashes alone show an increase of 1.4%. Property damage commercial crashes showed a 14.7% increase, while injury crashes decreased by 29.1%. Commercial crashes during 2003, represents 5.9% of the total crashes investigated in the Southern Command.

While grants have afforded us the ability to put more troopers on the road, this alone, has not been sufficient to reduce the number of crashes. Strategically placing troopers in high-crash corridors and progressive programs have proven effective in reducing crashes.

Air Operations

During the Calendar Year 2003, the Southern Command Aircraft flew approximately 580 hours. Time spent performing 89 prisoner transports accounted for the majority of flight time, consuming approximately 293 hours, or 50% of the aircraft's available time. Twenty-two speed enforcement missions, utilized 96 flight hours, and resulted in approximately 1150 violations cited. This was the second largest expenditure of time for the aircraft. The remaining flight time was comprised of emergency response, personnel transport, property transport, NHP ground unit assistance, and various special assignments.

The cost for Southern Command Flight Operations for Calendar Year 2003 was \$80,236.75. These costs reflect direct and indirect operational costs of the aircraft and do not include personnel costs or other NHP expenses. Reimbursed monies for the same time period to the program was \$6,695.00. This amount was recovered from out-of-state extraditions. Total revenue to counties for aircraft traffic enforcement and prisoner transportation was \$512,580.00.

STAFFING AND WORK HOURS

	Authorized positions		Current positions staffed		Percentage of authorized
STAFFING	2003	2002	2003	2002	Current Period
Traffic [Tpr. & Sgt.]	151.75	156.5	93.08	113.5	61.3%
Commercial [Tpr. & Sgt.]	28	28	13.91	17.83	49.7%
Commercial CVSI	5	5	4.08	5	81.7%

WORK HOURS LOST	2003		2002	% Change	
Annual leave	17784.7		17835.45	-0.3%	
Compensatory leave	5327.05		6072.2	12.3%	
Sick Leave [personal and family]	16278.35		14687.5	10.8%	
Military leave	4826		4890	-1.3%	
Holiday off	1795		1309	37.1%	
Training	20099.54		33392.67	-39.8%	
Administrative leave	695.75		1445	-51.9%	
Leave without pay	0		0	0.0%	
Vacancy [173 hours per position*]	143417		104519	37.2%	
Total work hours lost	210223.39		184033.82	14.2%	

OVERTIME	2003		2002	% Change	
Paid overtime claimed	23610.32		30518.54	-22.6%	
Compensatory overtime claimed	2041.25		2216.1	-7.9%	
Total overtime hours	25651.57		32734.64	-21.6%	

TOTAL HOURS WORKED	2003		2002	% Change	
Number of authorized positions x 173 hours*	383541		391499	-2.0%	
Work hours lost	210223.39		184033.82	14.2%	
Overtime	25651.57		32734.64	-21.6%	
Total hours worked	198969.18		251461.93	-20.9%	

* 173 hours based upon 2080 work hours per year divided by 12 months

STAFFING AND WORK HOURS

Traffic Operations

Although the staffing levels for 2002 were already extremely low, we experienced additional losses in 2003. The actual number of staffed troopers and sergeants dropped from 113 in 2002, to 93 in 2003. The additional loss of manpower equates to a staffing level of only 61.3%.

The reduction in manpower is directly attributable to our lack of recruitment and hiring, and the loss of personnel to retirement, or resignation. Those losses include personnel seeking employment with more competitive law enforcement agencies.

Commercial Operations

At the end of 2003, Commercial Operations had 26 positions authorized. During 2002, Commercial was authorized 28 positions, with 19 of those positions staffed. This equates to 68% of Commercial Operations' authorized strength. During 2003, Commercial was authorized 26 positions, with 16 filled. Due to temporary assignments, during the last two months this number has dropped to 11 positions. As of this report, Commercial is staffed at 42% of its authorized strength.

CVSI's have an authorized strength of 5, with 4 positions currently filled. Two positions are federally funded through the MCSAP grant, and one is vacant. During 2002, all 5 positions were staffed and through all of 2003, there was one vacancy.

Overtime

The overtime for the 2003 calendar year was down 21% compared to last year. This can be attributed to the reduced staffing levels for the period and the alternative scheduling being used during the shortage. The largest reduction was in overtime for pay, which was reduced by 22.6%.

Communications Center

The Southern Command Communications Center continues to work at a staggering pace. The Center made or received 1,747,073 radio transmissions and over 405,000 telephone calls. This equates to a radio transmission every 18 seconds and a telephone call nearly once a minute. The Center experienced a 10% reduction in both telephone and radio calls. This is directly attributable to the temporary transfer of allied DPS agency dispatching responsibilities to the Northern Command.

EVIDENCE VAULT

During 2003, the Southern Command evidence vault booked in a total of 2418 items for 1371 cases. This is a decrease of 6% from 2002. A comparison of these cases showed that the Nevada Highway Patrol booked evidence for 1250 cases. This is approximately 91% of the total cases, an increase of 2% from 2002. Parole and Probation booked evidence for 92 cases, a decrease of 48% from 2002. Nevada Division of Investigation booked evidence for 18 cases, a decrease of 40% from 2002.

During 2003, 1632 items were disposed. This is a 19% increase from 2002. More items are being prepared for disposal to make the transition to the new building smoother. The Nevada Highway Patrol and Las Vegas Municipal Court are working in conjunction, to streamline the court disposition process. A link is being set up to give NHP access to the city computer, to check case dispositions. This will make it less time consuming to clear cases and dispose of old evidence during 2004. The recently filled AAI position is beginning to help with the large case load in the southern command area.

QUARTERLY BLOOD ALCOHOL AVERAGES

During 2003, the Southern Command made 2009 arrests for Driving Under the Influence (DUI). The average blood alcohol concentration (BAC) of drivers arrested during the year was 0.144%. While the average BAC varies from month to month, the deviation is less than 10%. Of drivers arrested for DUI in this period, 17% tested positive for controlled substances and 14% had a prior conviction for a DUI offense. Nationally 41% of traffic fatalities were alcohol related compared to 40% of fatal crashes investigated in the Southern Command.

Crash Analysis (Continued DUI)

Thirty-one of the drivers involved in fatal crashes were found to be driving under the influence of alcohol or controlled substances (DUI) in 2003. Compared to 2002, a reduction in fatal DUI crashes was recorded, from 36 in 2002, to 31 in 2003. This is a 13.9% reduction, more evidence of the effective apprehension of pre-crash DUI drivers in the Southern Command during 2003.

CONTRACT SERVICES

The Southern Command performed 112 contract services in 2003. This is a 34.93% increase from 2002. The annual total contract services overtime for the Southern Command was \$247,729.65. This is a 33.89% increase from last year. These contracts reimbursed the Highway Patrol for 4,573.75 hours of overtime.

HIGHWAY CRIME INTERDICTION

The Southern Command continues to be part of the Nevada High Intensity Drug Trafficking Area (HIDTA) Task Force. HIDTA continues to focus its enforcement efforts on highway transportation of controlled substances, and other criminal activity occurring on the highways within Nevada. Nevada Highway Patrol has teamed up with the Las Vegas Metropolitan Police Department, and Agents of the United States Drug Enforcement Administration, to interdict the transportation of controlled substances. This teamwork has proven to be very successful as resources shared from the agencies have allowed seizure of large amounts of illegal drugs from the highways.

RATIOS – ACCIDENT AND ENFORCEMENT

ACCIDENT RATIOS

Ratio of crashes per Traffic position		
Total		127.7
Property		89.3
Injury		37.6
Fatal		0.8
DUI		5.4
Commercial vehicle		7.6
Ratio of deaths per fatal crash		1.1
without seatbelts		0.5
with seatbelts		0.4

FIELD ENFORCEMENT

Ratio of enforcement per Traffic position		
DUI arrests from crashes		5.4
DUI arrests <i>prior</i> to crashes		16.2
Other Arrests		107.1
Total Persons Arrested (DUI Included)		43.8
Speed violations		408.2
Hazardous moving violations		263.5
Occupant restraint violations		83.4
Total violations		1264.2

Ratios for Traffic Operations Narrative

The table above reflects the average accomplishments of each Trooper for 2003. In addition to the ratios noted above, the Southern Command responded to 191,708 incidents. The average trooper issued 1264 citations, investigated 127 crashes, and arrested 43 people, which includes 21 arrests for DUI.

INSPECTION / ENFORCEMENT RATIOS

Ratio of inspections and enforcement per Commercial position		
Hazardous moving violations-citations/arrests		34.05
Other traffic violations-citations/arrests		145
Total safety inspections [all levels]		405.16
Terminal inspections TIP		19.94
Total safety violations -- citation *		274.85
Average safety violations per inspection -- citation		0.52
Total safety violations -- repair order		1625.94
Average safety violations per inspection -- repair order		4.01
Total vehicles placed "Out of Service"		85.83
Average vehicles placed OOS per inspection		0.21
Total drivers placed "Out of Service"		50.77
Average drivers placed OOS per inspection		0.12
Total school buses inspected		137.72
Total school buses placed "Out of Service"		21.27
Total trucks weighed *		241.14
Total overweight citations *		31.54
Total dyed fuel inspections *		522.03
Total dyed fuel citations *		0.79

Ratios for Commercial Enforcement Narrative

While the staffing levels of Commercial Operations in the Southern Command are at 42% of authorized strength, our inspections have increased 34.4%. There were 5,425 commercial vehicles inspected during 2002, and 7,293 during 2003. We recorded a reduction in crashes during this period, and produced 613 hazardous moving citations, as compared to 197 the same period last year, or a 211.2% increase. Other traffic violations or arrests show a 42.7% increase as well.

Dyed fuel inspections show a significant increase from 1,463 in 2002 to 7,265 in 2003, a 396% increase.

By accurately reporting weight enforcement there was a 51.3% decrease in vehicles weighed. There were 6,898 in 2002, and 3,356 in 2003.

Projected Program Development - Update 2002 Annual report

There were a number of projected programs in the 2002 annual report that have been completed. The following is a status report on each of those programs.

➤ **Court Services Section** (2002 report)

This operation is being converted to a civilian operation in order to free up sworn personnel that are currently performing administrative tasks. This allows for more sworn personnel operating in the short-handed field operations section. This change also provides cost savings to the division and the state.

2003 Status: The transition to civilian personnel was completed. This provided additional field enforcement personnel to the Las Vegas Area, and provided cost savings for the Division.

➤ **Relocation of Flight Operations** (2002 report)

A plan is in progress to move the Pilot to the airport terminal area in order to reduce response time to airplane for calls and requests for assistance.

2003 Status: The Flight Operations Office has been moved to the North Las Vegas Airport. This move and the addition of a pilot has provided the availability of 7 days a week flight operations. The Southern Command now has timely air support and availability of the aircraft for special operations, including short notice prisoner relays. The Office is equipped with computers that receive safety alerts and air restrictions prior to each mission.

➤ **Technical Updates** (2002 report)

The Strategic Plan calls for technical updates that include computers for all supervisors, better communication tools and a network that links all offices, including the Rural Posts.

1. All supervisors are now equipped with computers.
2. A VPN (Virtual Private Network) is in progress to link rural posts to region command.
3. Communication Monitors provide 24 hour information to personnel in the Command Office and Briefing Rooms.

2003 Status: Computers have been updated for all supervisors and in the report writing room. Informational monitors have been installed in the briefing room and the main hall, which are updated weekly. The only project that has **not** been completed is the installation of a Virtual Private Network (VPN). The VPN has been installed and is functioning in the Northern and Central Commands. It is pending installation in the Southern Command at this time, with installation likely in the next 30 days.

➤ **Manpower Allocation** (2002 report)

A staff report was submitted in April 2002 that identified workloads for the commands. In response to the study, a plan was developed that shifted positions to the Southern Command. This was an attempt to balance the average workload for the line Trooper. A total of 11 Trooper positions and 4 Sergeants for a total of 15 positions need to be re-allocated to the Southern Command Urban Operations. The reallocation will only bring the command up to *the average* identified in the study. There will still be a disparity due to necessary staffing levels that must remain in the Northern Command to effectively provide coverage. The inequity will continue to exist until additional staffing increases can be made to the Southern Command.

2003 Status: Following the manpower re-allocation, eight trooper positions were eliminated during the Legislative session and two were converted to technology positions in Carson City. This virtually negated the re-allocation. The desperate need for additional staffing in the Las Vegas Valley remains.

➤ **Regional Risk Management Officer** (2002 report)

In order to facilitate a liability review process within the Regional Commands a Risk Manager Position was established. The duties and responsibility of this position include being the administrator of general liability, coordinator of personnel actions, and dissemination of threat advisories. The office manages liability claims and damage to facilities and equipment. In addition the office plans and conducts or supervises safety training programs for personnel.

The purpose of this program is to minimize liability through training, research and development, and responding to incidents where the collection of information aids in the protection of the agency employees and the State of Nevada.

2003 Status: The Regional Risk Management Officer has been incorporated into other associated duties, which are of a complimentary nature. The Executive Officer for the Southern Command supervises the Office of Risk Management, Office of Public Information, Office of Internal Affairs, Region Training, Region Personnel Actions, and assignments for the Deputy Chief.

➤ **PSTO (Public Safety Training Officer)** – (2002 report)

- 1) The newly implemented PSTO Training Program is underway. In June of 2002 in Las Vegas, the Division trained 30 new Public Safety Training Officers. During this training PSTO's were taught about the Adult Learning Process, incorporating it into a positive learning tool in training new Troopers in the Field. This new program is changing on a constant basis and continues to evolve. Monthly meetings are scheduled with Training Officers and interviews are conducted with the trainees. This keeps the Division abreast of the problems encountered and new ideas to better the program.

The Division is looking forward to training more Training Officers in 2003 to keep up with the need and demand for training officers. The ultimate goal is to have a top notch program that trains personnel to be the best at what they do. One goal of this program is to incorporate this type of training in the academy material so the Adult Learning Process is continuous from the academy to the street.

- 2) A Supervisor Training Program is in the developmental stages for newly promoted supervisors. A training manual is in draft form and is being reviewed. The program will give an outline of training to be given to supervisors so they can learn their job. This will give the new supervisor direction to go and will allow them to know how they are progressing. This program has been written to be applied to all Department of Public Safety agencies and any supervisory position. This will be a positive experience that trains supervisors and allows them to use their past experiences in performing their jobs.

2003 Status :

- 1) In August of 2003 the Nevada Highway Patrol hosted a Train-the-Trainer Class on the Public Safety Training Officer Program. This training created instructors within the Division qualified to train Public Safety Training Officers. No longer does the Division need to hire outside instructors to train training officers. Now the Division has instructors in each of the three regions, and can continue to adapt the Public Safety Training Program to meet the needs of a state wide program. Additionally, the adult based learning process has been incorporated into the curriculum used in the academy.
- 2) The Training Division completed this program in 2003 and has already held one class. The class is two weeks long and covers all required state personnel classes, as well as a number of classes on critical issues and the principles of leadership.

➤ **WIPP** (2002 report)

The Commercial Section of the Southern Command has committed significant resources to training and preparation for the security and escorting of the Western Governors Association's (WGA), Waste Isolation Pilot Program (WIPP) shipments. We anticipate the Nevada WIPP shipments of low-level radioactive waste to be transported from the Nevada Test Site (NTS) to the WIPP facility in New Mexico. These shipments may begin as early as February 2003. The Division has established a "team" consisting of one (1) Sergeant, five (5) Troopers, and one (1) CVSI. All team members are trained to Technician level in Haz Mat response, and are prepared to accomplish the inspections and escorts as directed by Governor Kenny Guinn. The Division anticipates that half of the Southern Command Commercial Resources will be dedicated to this program.

2003 Status: The Western Governors Association has committed to transporting stored TRU (Transuranic) waste to the WIPP (Waste Isolation Pilot Program) facility in Carlsbad, New Mexico for storage. The Commercial Operations section of the Southern Command has accomplished extensive training, and has committed significant resources in preparation for WIPP. The Department of Energy has estimated that the WIPP facility expects approximately 120 shipments of TRU waste from the Nevada Test Site, with approximately 60 of those occurring during calendar year 2004.

The Commercial Operations section has accomplished Level VI CVSA training, and two separate "dry-runs" in preparation for the WIPP inspections/escorts. In addition, supervisors have attended TRANSCOM training in Albuquerque, New Mexico, and a WIPP committee meeting in Jackson Hole, Wyoming. The Division anticipates that significant Southern Command Commercial resources will be dedicated to this program when it begins in January 2004.

Overall the Southern Command was successful in implementing the projected programs in the Nevada Department of Public Safety 2002 Annual Report.

ADDITIONAL ACCOMPLISHMENTS FOR 2003

- ♦ **DYNAMIC MESSAGING SIGNS (DMS)**

The Southern Command Communications Center has 24 hour access to the 12 DMS which are strategically placed throughout the Las Vegas Valley. Since their introduction, 231 DMS Incidents were initiated and have proven to be a capital asset with respect to diverting traffic from emergency situations, construction areas and to special events. The DMS were also used for the first ever Southern Regional AMBER Alert in June which assisted in the recovery of the abducted child 20 minutes after the signs were deployed.

- ♦ **CALL TAKER POSITIONS**

Adjacent to the Communications center is a two position call taker room. The two computer monitors can be used as regular PSD workstations and for training. The addition of the room and two positions allows for more realistic training of PSD's during the hands on Computer Aided Dispatch (CAD) training sessions.

- ♦ **VALLEY AGENCY INTEROPERABILITY LINK (VAIL)**

NHP Southern Command Communications took the lead in dispatching multiple allied agencies on a call that involved a combined effort of the Clark County Fire Department, Las Vegas Metropolitan Police Department, and Southern Command Highway Patrol. VAIL was set up by the Southern Command Communications Radio Technicians and allows for all agencies valley - wide the ability to communicate on a channel.

- ♦ **TELETYPES**

With the support of the current command staff the informational teletypes that were sent from the dispatch center (damage, injury, fatal, and seizure) are now being sent via e-mail by the effected personnel.

- ♦ **MEDIA LINK**

A Media Link was recommended in an effort to resolve the superannuated process of providing the media and motoring public with real time road conditions. The Media Link would be a cooperative effort between CAD and the State of Nevada Internet site and would greatly reduce the amount of calls into the Dispatch Centers statewide.

- ♦ **ALL CALL**

An ALL CALL program was initiated which allows the Communications Center to send text messages to Division Pagers and Cellular Telephones. This resulted in immediate notifications to designated personnel regarding critical incidents and can be utilized on a command or statewide basis. Additionally, the ALL CALL allowed for Electronic Distribution of the daily CAD Shift Bulletin.

2004 PROJECTED PROGRAMS

- ♦ **IPAQ IMPLEMENTATION:** The Southern Command is expecting to implement approximately 40 Ipaqs to field enforcement personnel. This will enable electronic entry and issuance of citations and crash reports. These will then be downloaded automatically, saving data entry costs and time. The headquarters technology group is working on this project.
- ♦ **ELECTRONIC FORM 5:** The use of an electronic version of the Form 5 (accident report) would allow for single entry into the system, with electronic approval, reproduction, and dissemination of the document. This project has been projected to begin this year. The use of this system of reporting will significantly reduce the workload on administrative support personnel that currently have to enter, photocopy, file, and disseminate the documents by hand.
- ♦ **TRAFFIC MANAGEMENT CENTER:** Calendar Year 2003 saw the ground breaking for the NDOT/NHP/FAST Facility in southwest Las Vegas. This building will house Southern Command NHP headquarters and the first traffic management center in Nevada. The contract was awarded to CORE Construction who estimates an occupancy date late September or early October of 2004.
- ♦ **IRIS INVENTORY SYSTEM:** This will provide for a statewide automated system to track personnel inventory and division resources. The use of this system should reduce the occurrence of lost inventory information, and provide current regional information to headquarters and supervisors. It will also assist with supply requests for expendable items and order tracking. This project is being developed by PSNET.
- ♦ **RECORDS MANAGEMENT SYSTEM:** The new NHP facility is being designed to have a central records management facility. This will house all documents generated by the Southern Command. A program is currently being designed to manage the records for efficient access and distribution.
- ♦ **EXPANDED PUBLIC INFORMATION PROGRAM:** A new program officer position is in the personnel process to expand the Public Information Office with the Return to Work Program for Trooper Bobby Kintzel.



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